



Scoping Summary Report

in support of the
Environmental Impact Statement

**S.R. 108 (2000 West and Midland Drive)
S.R. 127 (Antelope Drive) to S.R. 126 (1900 West)**

Utah Department of Transportation
Federal Highway Administration



UDOT Project No. STP-0108(13)4E_PIN 4745
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Contents

SCOPING SUMMARY REPORT.....	I
1.0 INTRODUCTION	3
1.1 Purpose of the Scoping Summary Report.....	3
2.0 SUMMARY OF SCOPING ACTIVITIES	4
2.1 Agency Scoping	4
2.1.1 Notice of Intent	4
2.1.2 Agency Coordination	4
2.1.3 Agency Scoping Meeting	7
2.1.4 Agency Scoping Comments	8
2.2 Public Scoping.....	9
2.2.1 Notifications	9
2.2.2 Public Scoping Meeting	10
3.0 GUIDE TO COMMENTS.....	14
4.0 S.R. 108 COMMENTS	18
5.0 COMMUNITY IMPACT SURVEY	37
5.1 Community Information from Survey	38
5.2 Respondent Information from Survey	42
6.0 NEXT STEPS	44
6.1 Screening Analysis and Environmental Analysis	44

Tables

Table 3-1. Scoping Comments.....	15
Table 4-1. Comment Summary by Resource Area	19

Figures

Figure 2-1. Approximate Locations Represented at Open House.....	13
Figure 5-1. Years in Community	38
Figure 5-2. Reason to Live in Community	38
Figure 5-3. Key Community Characteristics	39
Figure 5-4. Key Community Groups	39
Figure 5-5. Primary Shopping Locations.....	40
Figure 5-6. Important Community Facilities	40
Figure 5-7. Key Issues Facing Community	41
Figure 5-8. Number of Years in Home	42
Figure 5-9. Income Level of Respondents	42
Figure 5-10. Age of Respondents	43
Figure 5-11. Race of Respondents	43

1.0 Introduction

The Utah Department of Transportation (UDOT), in conjunction with the Federal Highway Administration (FHWA), has initiated an Environmental Impact Statement (EIS) to identify solutions to reduce congestion and improve safety along State Route 108 (S.R. 108) in Weber and Davis Counties in northern Utah. The S.R. 108 corridor runs north to south through the cities of West Haven and Roy in Weber County and Clinton, West Point, and Syracuse in Davis County.

Formerly a strongly rural, agricultural area, the S.R. 108 corridor has recently experienced tremendous residential and commercial growth. Most of the cities along the corridor, as well as neighboring cities, assume they will reach their population capacity (build-out) by the year 2035. The farmland along the corridor is quickly being replaced with “big-box” stores and multi-family housing.

As new developments are being constructed, minor roadway improvements have been required by the cities including right-of-way set-backs, roadway widening, and turning lane improvements. Although these minor improvements have helped specific areas in the short term, as traffic continues to grow the inconsistent lanes, lack of access to homes, and lack of pedestrian facilities will continue to cause safety and capacity concerns.

1.1 Purpose of the Scoping Summary Report

The intent of the S.R. 108 EIS is to identify solutions that address the transportation needs along the corridor, are an asset to the neighboring communities, and are compatible with the natural and built environment. The purpose of this scoping summary report is to summarize the initial public and agency input gathered during the project scoping period, which ran from June 26 through August 16, 2006.

Scoping is the first step in the National Environmental Policy Act (NEPA) process and involves using public and agency participation to develop possible solutions and identify issues regarding a proposed project. Scoping also helps determine needs, objectives, resources and constraints, potential alternatives, and any additional requirements for screening criteria. This document is a tool to ensure that the analytical efforts of the study are focused on the appropriate issues.

2.0 Summary of Scoping Activities

Public and agency input plays an important role in identifying issues and ideas regarding future improvements to the S.R. 108 corridor. No one knows this area better than those who live along and drive through the S.R. 108 corridor every day. Throughout the environmental review process, UDOT will continue to facilitate and encourage involvement from neighboring communities to help identify issues and develop solutions to improve S.R. 108. The project team will continue to work with the public to ensure that those with interests in the corridor understand how and why certain suggestions are being carried forward and why others are being eliminated. All public and agency comments received to date are being considered for this project and have been included in this report. All comments received are described in detail in Section 4.0, S.R. 108 Comments.

2.1 Agency Scoping

While people who live along the corridor understand the issues associated with day-to-day life along the corridor, it is important to also coordinate with local, state, and federal agencies that oversee the management of natural resources in the project area. Since these agencies oversee impacts and issue permits for their resource areas, it is important to include them in the initial scoping activities. In this way, issues are identified early so that they can be properly considered and if necessary avoided, minimized, or mitigated as the project progresses. More discussion regarding the agencies that have been consulted is included in Section 2.1.2 below.

2.1.1 Notice of Intent

The S.R. 108 scoping period began on June 26, 2006, with a Notice of Intent to conduct an EIS advertised in the U.S. Federal Register. This notice alerts federal agencies of FHWA's and UDOT's intent to study this corridor and is a requirement of NEPA. A copy of the Federal Register Notice of Intent is included in Appendix A, Notice of Intent, of this report.

2.1.2 Agency Coordination

Participating and Cooperating Agencies

Regulations that implement NEPA define a "cooperating agency" as "any federal agency other than a lead agency which has jurisdiction by law or

special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment.”

Typically, agencies with a high number of resources in a project area that could be affected by certain actions of the project are contacted early in the scoping process and asked to team on the project as a cooperating agency.

A cooperating agency has a high level of involvement and responsibility for the project and works with the project team to develop solutions. Being involved as a cooperating agency allows resource agencies to better protect their resource areas, but requires a commitment to remain involved and accept some responsibility for activities during the environmental review process.

In August 2005, a new federal law under the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Section 6002, developed a new category under which agencies can participate in the development of alternatives, but that does not require them to take on the same level of responsibility for the project as cooperating agencies. This level of agency involvement is known as “participating.” Participating agencies perform the following activities in coordination with the project team:

- Attending agency coordination meetings
- Developing an agency coordination plan
- Commenting on the project’s purpose and need and the range of alternatives as early as is practicable
- Evaluating the environmental and socioeconomic resources in the project area and the general location of alternatives
- Identifying as early as practicable any issues regarding the project’s environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval

The following agencies were sent letters on July 3, 2006, requesting their involvement as either a cooperating or participating agency:

- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- Bureau of Indian Affairs
- Uintah and Ouray Agency, Bureau of Indian Affairs

The following agencies were sent letters on July 3, 2006, requesting their involvement as a participating agency:

- Utah Transit Authority
- Utah Department of Natural Resources
- Utah Division of Wildlife Resources
- Utah Division of Wildlife Resources, Northern Region
- Governor's Office, Resource Development Coordinating Committee
- State Historic Preservation Office
- Wasatch Front Regional Council
- Northwestern Band of Shoshone Nation
- Skull Valley Band of Goshute Indians
- Kanosh Band, Paiute Indian Tribe
- Uintah and Ouray Ute Tribe
- Eastern Shoshone Business Council
- Shoshone-Bannock Tribes
- Syracuse City (Mayor Fred Panucci)
- West Point City (Mayor John Petroff, Jr.)
- Clinton City (Mayor Mitch Adams)
- Roy City (Mayor Joe H. Ritchie)
- West Haven City (Mayor Brian J. Melaney)
- West Point City (Mayor)

Of the agencies contacted, none agreed to be cooperating agencies. However, the following agencies agreed to be involved in the project as participating agencies:

- U.S. Fish and Wildlife Service
- Utah Transit Authority
- State Historic Preservation Office
- Wasatch Front Regional Council
- Syracuse City
- Roy City
- West Point City
- Clinton City
- West Haven City

Other Agency Coordination

In addition to the letters requesting agency involvement, the following agencies were sent letters on July 3, 2006, requesting their comments regarding possible concerns or considerations for the resource areas under their authority:

- Davis School District
- Weber School District

- EPA Region 8 (8EPR-N)
- Federal Emergency Management Agency, Region VIII
- Natural Resources Conservation Service, Ogden Service Center
- Natural Resources Conservation Service, Utah State Office
- Utah Division of Air Quality
- Utah Division of Drinking Water
- Utah Division of Environmental Response and Remediation
- Utah Division of Water Quality
- Utah Division of Water Rights
- Utah Division of Water Rights, Northern Regional Office
- Utah Division of Parks and Recreation
- Utah Division of Parks and Recreation, Northwest Region
- Utah Division of Water Resources
- Utah Division of Emergency Services and Homeland Security, Flood Loss Reduction Section
- School and Institutional Trust Lands Administration

Copies of the letter references above are included in Appendix B, Scoping Meeting Materials.

2.1.3 Agency Scoping Meeting

An agency scoping meeting was held on August 3, 2006, at the Weber State University West Center (5627 South 3500 West, Roy, Utah). The letters sent on July 3, 2006, to the state and federal agencies listed above invited representatives to meet with project staff to discuss the EIS methodologies considered for the S.R. 108 EIS. A copy of the presentation given at the meeting is included in Appendix B, Scoping Meeting Materials. The individuals who attended the meeting are listed below:

- Charles Mace, UDOT Project Manager
- Dave Kilmurray, S.R. 108 Project Manager
- Tom Cluff, Utah Transit Authority
- Jory Johnner, Wasatch Front Regional Council
- Andy Neff, UDOT Public Involvement Coordinator
- Sheri Ellis, S.R. 108 Cultural Resource Lead
- Todd Emery, Federal Highway Administration

- Heidi Spoor, S.R. 108 Deputy Environmental Manager
- Vince Izzo, S.R. 108 Environmental Manger

2.1.4 Agency Scoping Comments

Of the 28 state and federal agencies sent requests for comments, two of those agencies responded. Their comments of note are listed below and are also included in the comment summary in Section 4.0, S.R. 108 Comments.

U.S. Fish and Wildlife Service

- This portion of S.R. 108 is directly adjacent to significant agricultural land that at certain times of the year provides habitat for various wildlife species, including migratory birds. Executive Order 13186 on the Responsibilities of Federal Agencies To Protect Migratory Birds specifies the need to avoid or minimize adverse impacts on migratory bird resources when conducting agency actions, as well as the need to restore and enhance the habitat of migratory birds. (Full comment is available in Section 4, S.R. 108 Comments, and Appendix D, Copies of Comments.)
- We recommend use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* (Romin and Muck 2002), which were developed in part to provide consistent application of raptor protection measures statewide and provide full compliance with environmental laws regarding raptor protection. Raptor surveys and mitigation measures are provided in the Raptor Guidelines as recommendations to ensure that proposed projects will avoid adverse impacts to raptors, including the peregrine falcon. (Full comment is available in Section 4, S.R. 108 Comments, and Appendix D, Copies of Comments.)
- As with all projects that will create surface disturbances, there is potential for introduction and spread of invasive species. All possible measures should be taken to prevent the introduction or further proliferation of invasive species. (Full comment is available in Section 4, S.R. 108 Comments, and Appendix D, Copies of Comments.)

U.S. Department of Interior

- The National Park Service has reviewed this project in relation to any possible conflicts with the Land and Water Conservation Fund (L&WCF) and Urban Park and Recreation Recovery programs. We have found that the following L&WCF projects could be impacted:

Davis County:*West Point*

49-00098 West Point City Park
49-00241 West Point City Park
49-00333G West Point East Park
49-00361 West Point East Park

Syracuse

49-00204 Alma Stoker Park
49-00237 Alma Stoker Park
49-00342 Rock Creek Park

Clinton

49-00170 Meadows Park
49-00233 Meadows Park
49-00319H Clinton Tennis Courts

Weber County:*Roy*

49-00066 Sand Ridge
49-00158 Sand Ridge
49-00295H Roy Tennis Courts
49-00307K Roy West Park
49-00339 Roy Southwest Park

- We recommend you consult directly with the official who administers the L&WCF program in the state of Utah to determine any potential conflicts with section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). (Full comment is available in Section 4, S.R. 108 Comments, and Appendix D, Copies of Comments.)

2.2 Public Scoping

Public scoping is the key component to the environmental review process. UDOT relies on public comments to help identify issues as well as to help the Department gauge public sentiment about the proposed improvements. Because some of the alternatives under consideration for the project could affect adjacent property owners, a combination of measures was taken to ensure the public was notified about the project and invited to participate in the process.

2.2.1 Notifications

Although the S.R. 108 scoping period was initiated with the Federal Register notice on June 26, 2006, UDOT assumed that the general public

would not be aware of the project unless additional outreach was made to the neighboring communities. The following methods were used to notify the general public of the public scoping meeting and activities:

- Advertisements were placed in the following publications
 - *Davis County Clipper*, July 25 and August 1, 2006
 - *Ogden Standard-Examiner*, July 22 and July 31, 2006
 - *The Deseret Morning News*, July 21 and July 31, 2006
 - *The Salt Lake Tribune*, July 21 and July 31, 2006
- Individually addressed letters were sent to all property owners within 0.25 mile of the S.R. 108 corridor. Letters were sent to more than 3,800 property owners in the area.
- 2-foot-by-3-foot signs were placed in property owners' yards at approximately 1-mile intervals along the corridor for a total of 20 signs.
- Media releases were prepared and distributed to local news outlets. Prior to the public scoping meeting, stories about the S.R. 108 project appeared in both the *Davis County Clipper* and the *Ogden Standard-Examiner* local newspapers.

Copies of the scoping materials listed above are included in Appendix B, Scoping Meeting Materials.

2.2.2 Public Scoping Meeting

UDOT held a public scoping meeting on August 3, 2006, at the Syracuse Elementary School, 1503 South 2000 West, in Syracuse, Utah. The meeting was held in an open-house format with an interactive workshop from 4:00 PM to 7:00 PM.

Meeting Format

The following is the general format of the public scoping meeting.

Open House

- The public was encouraged but not required to sign in at the registration desk.
- Each participant was given a comment sheet and a project flyer detailing the display materials, information about how to submit comments, and additional contact information.

- Displays included study area maps, the preliminary purpose of and need for the project, examples of possible alternatives, an overview of the NEPA process, preliminary traffic and population data, an overview of UDOT's right-of-way acquisition process, a project schedule, community impact information, and details on how to become involved and remain involved in the environmental review process.
- Project staff members were positioned near stations of their area of expertise to help answer questions and provide information.
- Attendees were encouraged to view the display materials and submit questions or comments on the materials provided.

Workshop

- The workshop was conducted in a separate room from the open house. The workshop room contained 5 stations, each of which represented a city along the corridor. The public was asked to identify issues on the maps provided for each city.
- A list of questions was posted at each station to help the public identify the types of issues that would help direct the environmental review process.
- Poster paper was available to allow participants to write down individual issues in a format that was visible to all attendees.
- Comment forms were distributed to attendees as they arrived. Additional comment forms were available at tables around the room.
- Self-addressed stamped envelopes were available to anyone who wanted to submit comments at a later date.
- Attendees were also invited to submit comments via e-mail or on the project Web site. The e-mail and Web site addresses were listed in the project handout.

Copies of all public meeting materials are included in Appendix B, Scoping Meeting Materials. A summary of the comments provided during the public scoping period is included in Section 4.0, S.R. 108 Comments.

Community Impact Assessment

In addition to the information collected for the EIS, the public was also asked to complete a survey for the S.R. 108 Community Impact Assessment. Because the nature of the region has changed dramatically from a rural,

agricultural community to a populous, commercial area, the project team is conducting a Community Impact Assessment to determine whether this project could have further impacts on the neighboring communities and to identify alternatives to help reduce those impacts. The results of the Community Impact Assessment will be released in conjunction with the S.R. 108 Draft EIS in the summer of 2007. A summary of the results of the community impact survey are included in Section 5.0, Community Impact Survey.

Meeting Attendance

A total of 208 people attended the public scoping meeting on August 3, 2006. Figure 2-1 below shows the approximate locations of the properties represented by their owners at the open house.

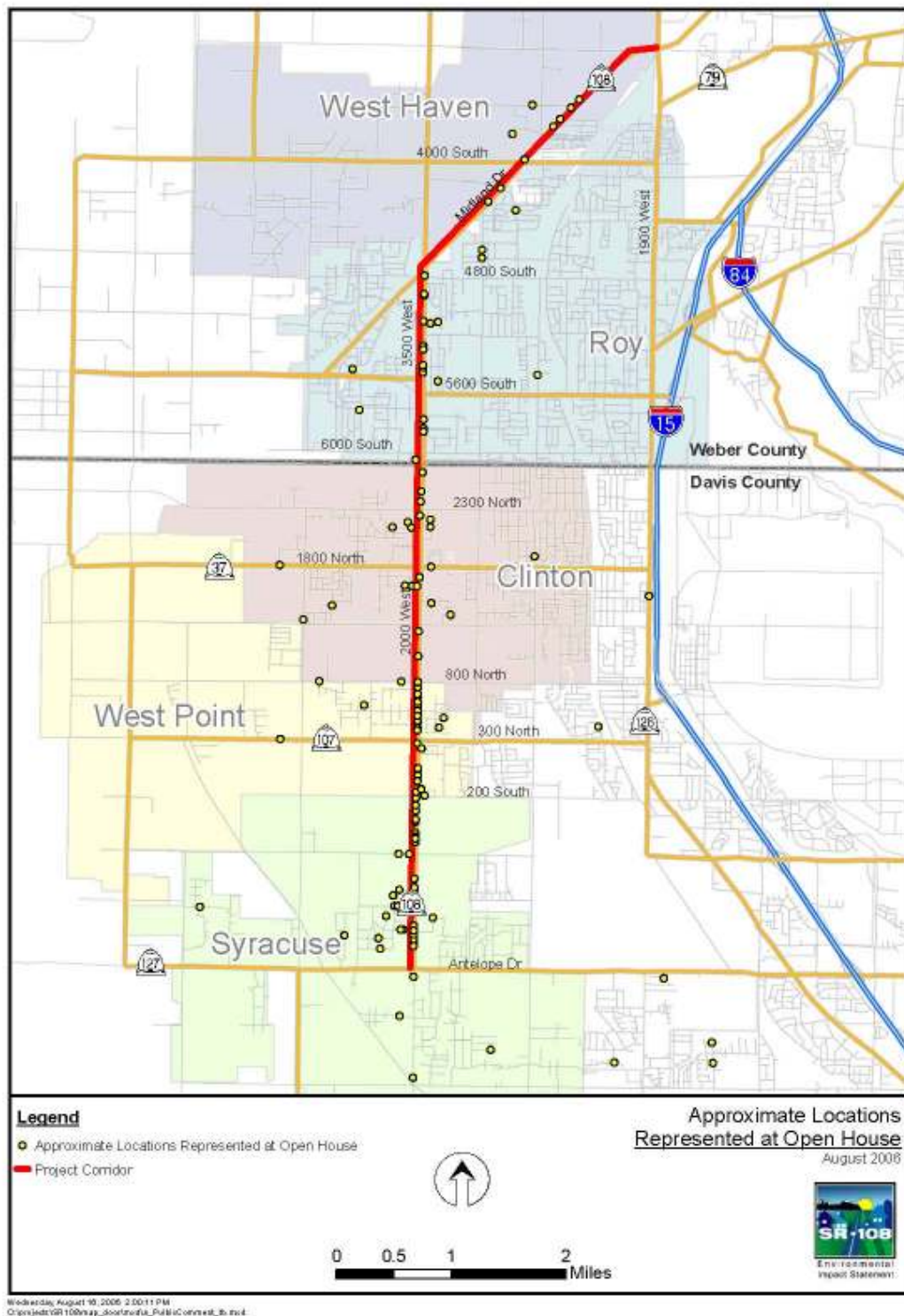


Figure 2-1. Approximate Locations Represented at Open House

3.0 Guide to Comments

There will be continued opportunities for public input throughout the environmental review process, and comments will continue to be solicited throughout the project. However, the S.R. 108 scoping period ended on August 16, 2006. All comments received by August 16, 2006, are included in this Scoping Summary Report. Original copies of all written comments are included in Appendix D, Copies of Comments. A summary of the comments is included in Section 4.0, S.R. 108 Comments.

Each comment was reviewed as it was received. A single paragraph may have contained several issues. Each issue was given an individual number and categorized according to the most appropriate resource areas. All issues raised will be considered in the study.

The following letters and numbers were combined to represent individual comments that were received.

Code 1

P = Comments received from the **public** during the scoping period

A = Comments received from an **agency** during the scoping period

M = Comments written on **maps** at the open house

B = Comments that were written on **boards** at the open house

Code 2

000 = Sequential number assigned to each comment letter from the scoping period (not necessarily in the order received). More than one page to a comment is indicated by a period and then the appropriate page number. For example “001.02” would indicate page two of comment one.

Code 3

00 = Specific issues identified and numbered sequentially within each comment. Many comments contained several different issues, which must be considered individually.

Table 3-1 below lists all comments received during the S.R. 108 scoping period according to name, comment number, and the method by which each comment was received.

Table 3-1. Scoping Comments

Name	Comment Number	Method Received
Dean Odenwalder	P-001	Meeting
Tom Kelleher	P-002	Meeting
Kirk Rawson	P-003	Meeting
Russell Arave	P-004	Meeting
Golden Waite	P-005	Meeting
Dennis Couturier	P-006	Meeting
Dan Jones	P-007	Meeting
James Brinkerhoff	P-008	Meeting
Delilah Brinkerhoff	P-009	Meeting
Brian Duffy	P-010	Meeting
Bruce Hassard	P-011	Meeting
Jay Broadhead	P-012	Meeting
Jay Stone	P-013	Meeting
Lynn Vinzant	P-014	Meeting
Steve Parkinson	P-015	Meeting
Scott and Angelika Paxman	P-016	Meeting
Lurlen Knight	P-017	Meeting
Carla Luby	P-018	Meeting
Pam Vicker	P-019	Meeting
George Fisher	P-020	Meeting
No name	P-021	Meeting
Matt and Amy Tolley	P-022	Meeting
Tiffany Barker	P-023	Meeting
Shawn Noyes	P-024	Meeting
Judith C. Fisher	P-025	Meeting
Joseph C. Call	P-026	Meeting
Joyce Fisher	P-027	Meeting
Rodger Worthen	P-028	Meeting
Chris Whetton	P-029	Meeting
Michael Daines	P-030	Meeting
Tony Thompson	P-031	Meeting

Name	Comment Number	Method Received
Denise Peavler	P-032	Meeting
Denise Meahy	P-033	Meeting
Dennis V. Chamberlain	P-034	Meeting
Reed P. Grundy	P-035	Letter
Brent and Sara Henrie	P-036	Letter
Les Bowen	P-037	Letter
Daryl Duncan	P-038	Letter
Julene Duncan	P-039	Letter
Margaret Williams	P-040	Letter
Fern Freeman	P-041	Letter
Robert Freeman	P-042	Letter
Stephen L. Gibbons	P-043	Letter
Glen H. Craig	P-044	Letter
Ferrell and Shirley Gailey	P-045	Letter
Jennifer Burt	P-046	Meeting
Merrill Sessions	P-047	Letter
Joyce Sessions	P-048	Letter
Mike, Sally Collins	P-049	Letter
Fern Kearn	P-050	Letter
Rosa Lee Sill	P-051	E-mail
Paul M. Luby	P-052	E-mail
Nina Amott	P-053	E-mail
Kent C. Fullmer	P-054	E-mail
Dave Richardson	P-055	E-mail
Dusty and Monkia Anderson	P-056	E-mail
Drew Wilson	P-057	E-mail
Yvonne Morain	P-058	Letter
Donald B. Campbell	P-059	Letter
Scott and Chris Campbell	P-060	Letter
Eri c Checketts	P-061	Letter
Robert Perkins	P-062	Letter

Name	Comment Number	Method Received
Steve and Belinda Nebeker	P-063	Letter
Helen H. Parr	P-064	Letter
Schoenfeld and Day	P-065	Letter
Charlene Harker	P-066	Letter
Richard and JoAnn Miller	P-067	Letter
Wads & Allyn Draper	P-068	Letter
Patti Preston	P-069	Letter
U.S. Fish and Wildlife Service	A-001	Letter
U.S. Department of Interior	A-002	Letter
Map comments	M-001 – M-112	Comments written on maps at the open house
Board Comments	B-001 – B-032	Comments written on display boards at the open house

4.0 S.R. 108 Comments

In all, 213 comments were received, identifying 319 individual issues. The majority of the comments identified concerns regarding individual property impacts. Several people said that if property acquisitions are needed, they would prefer the improvements affect only one side of the road rather than both sides, even if relocations would be required. In general, property owners seemed to prefer to relocate rather than remain in a location where the roadway would be closer to the front of their house.

Although several comments were made in favor of a five-lane cross-section, others requested that three lanes be considered to reduce the impacts to neighboring properties.

Other comments regarded safety concerns for drivers as well as residents and pedestrians. There are three schools directly on the corridor and several school boundaries crossing S.R. 108. Several requests were made for better pedestrian access. Improved access to residences and businesses was also frequently noted as well as the need for left-turn signals at existing intersections.

The most frequent request was the addition of traffic signals at the 700 South intersection in Syracuse. With the new high school under construction, residents are concerned about the traffic impacts associated with adding the high school traffic to the already busy corridor without a signal to manage the traffic flow. UDOT officials are aware of this issue and will conduct a signal warrant analysis as soon as the high school is open.

A summary of the most frequent comments is included below in the order in which they were received:

- It is impossible to back out of driveways, subdivisions, apartments, neighborhoods.
- Traffic is worst at afternoon drive times.
- Improvements are needed now/the project schedule is too long.
- Grade-separated pedestrian crossings are needed, especially with all of the schools along the corridor and school boundaries crossing the corridor.
- Intersection improvements are needed throughout the corridor. Turn signals are needed as well as better alignment of crossings (especially along Midland Drive and 3500 South).
- Five lanes are needed.

- Consider a three-lane versus five-lane alternative.
- Use center turn lanes, no medians.
- Curb, gutter, sidewalk, and shoulders should be considered.
- Traffic signals with turn lanes are needed at 700 South, Antelope Drive, and 300 North.
- Traffic signals with turn lanes are needed throughout the corridor.
- More east-to-west access is needed.
- 200 South needs to be constructed.
- Reduce the speed limit to 40 mph or below.

Detailed Comment Summary

Table 4-1 contains a summary of the comments received during the S.R. 108 EIS public scoping period. Copies of the original comments are included in Appendix D, Copies of Comments.

Table 4-1. Comment Summary by Resource Area

Comments	Comment Numbers
Purpose and Need	
General Need	
The map does not show the county border in the right location; it follows the line of the agricultural property on the west side, just south of where the current line is drawn on the map.	M-077
The project is needed throughout the corridor.	P-001-01, P-027-01, P-029-01, P-050-01
Would like to see improvements, but not like Redwood Road in SLC [Salt Lake City]. Too busy, too many shops and stores.	P-001-02
We live in Roy just off 3500 West – all of these issues are crucial.	B-010
Why are we creating just another Legacy freeway through our communities when this is the whole reason for completing the Legacy freeway, which is to eliminate delays and traveling at high speeds through our communities?	P-054-05
These things have deteriorated since we moved in 13 years ago – traffic by 500%, congestion, property value, quality of life due to noise, air quality, and fear of safety for grandchildren, personal property and health.	P-059-01
Access	

Comments	Comment Numbers
It is impossible to back out of driveways, subdivisions, apartments, neighborhoods.	P-002-01, P-027-02, P-039-02, P-039-03, P-041-01, P-044-01, P-046-04
The parking area to the south of the Syracuse Elementary School parking lot is where parents enter to drop off kids. They then travel through the park parking area and circle around to Antelope Drive to get back to 2000 West or exit.	M-003
Traffic	
Traffic is worst at afternoon drive times.	P-002-02, P-034-01, P-038-01, P-039-03, B-030
The traffic makes it a hard place to live.	P-009-01
Traffic is really bad around 1800 North.	P-015-02
Traffic is extreme between 1800 North and 800 North.	P-039-04
There seem to be too many businesses (and homes) that bring in a lot of traffic for the size of S.R. 108.	P-039-05, P-046-02
When the interstate has traffic problems, S.R. 108 traffic increases dramatically.	P-039-07, B-026
Traffic in the afternoon is due to IRS employees getting off work and using Midland Drive/3500 West as a route southbound.	P-034-02
Traffic on 1000 West drives traffic to 2000 West.	M-024
Main Street in Clearfield is a mess and pushes traffic to 2000 West.	M-044
7 – 9 a.m. northbound and 3:30 – 6 p.m. southbound is bumper to bumper.	M-095, P-056-01
Traffic on Midland [Drive] is heavy on Sunday because of church and about 3:30 [p.m.] during the week because of the IRS shift change.	M-103
With the addition of the Legacy throughway or freeway, which is finally still scheduled to be a reality in the future, why do we need another four-lane freeway like the Legacy right through numerous existing and future communities and homes up and down S.R. 108?	P-054-04, P-062-01
The majority of the existing and future suspected traffic on S.R. 108 is those living in Roy traveling to and from the Antelope Road and a means of access to I-15 freeway entrances.	P-054-06

Comments	Comment Numbers
Schedule	
Improvements are needed now/the schedule is too long.	P-004-01, P-011-01, P-028-01, P-030-01, P-039-01, P-043-01, P-045-01, B-006, M-053, P-060-03, P-061-01
Growth/Development	
Growth will be faster than estimated and safety issues will increase.	P-004-02
There will be continued growth and there needs to be a clear path through the towns.	P-007-02, P-009-02
Roads should be built with growth to happen, not build roads after growth has happened.	P-039-08
I have heard that 2000 West will be a feeder to Legacy and there are big-box stores coming in.	P-008-01
The new Wal-Mart (West Haven) will increase the traffic through this area.	P-034-07
This area has Wal-Mart (Clinton), several banks, a Walgreen's, and Albertson's shopping center along with two other shopping centers all within a few blocks. It is always a traffic nightmare and many accidents occur.	P-035-04
The area west of 2000 West on Antelope Drive is planned for big-box commercial.	M-002
The agricultural land on the east side of 2000 West east of 1000 South is planned for single-family homes.	M-012
There is possibly a new elementary school planned on the east side of 2000 West north of the new high school.	M-023
The agricultural land on the east side of 2000 West north of 200 South is planned for housing.	M-036
The undeveloped land west of 150 North and Ridge Point Drive is planned for a large development.	M-039
West Point needs more businesses.	M-041
The junior high is located on 550 North 2300 West.	M-060
The undeveloped lots on the north corners of Arsenal Road are for sale. Two lots on the west and one on the east.	M-061
A new LDS Stake Center is planned on 2300 North just west of 2000 West.	M-069
The high school in Syracuse is HS #8.	B-024
The undeveloped lots on the west side of 2000 West just north of 2300 North are planned for Performance commercial development in the next 2 years.	M-070
The undeveloped lots on the west side of 2000 West just north of the Performance commercial development are holding for commercial development by the owners.	M-071

Comments	Comment Numbers
A new Clinton city center, park, and city building are planned on the east side of 2000 West east of 1930 West.	M-072
The existing Clinton City offices and park are planned for commercial development.	M-073
The undeveloped lots on the east side of 2000 West just north of 2300 North are being held for commercial development by the owner.	M-074
The area east of 2000 West north of the new city center is zoned for residential lots.	M-075
The large undeveloped lot on the east side of 2000 West in Clinton on the county border is zoned for Performance commercial development over the next 2 years.	M-076
The property on the west side of 2000 West from the county line northbound into Weber County is set back.	M-078
The southwest corner of 4800 South is planned for future commercial development and has a proposed set-back for egress and ingress.	M-089
The triangle of property on the east side of Midland from north of Winegar's to about 3200 West is unincorporated Weber County.	M-094
The triangle of land between about 3200 West to 4000 West and Midland is planned for large commercial development (Wal-Mart).	M-099
Hinckley Drive will connect Midland to I-15.	M-104
Residential developments of the Tower Homes (200 units) and apartments (250 units) are being constructed on the southern side of Midland beginning at the corner of 1900 West.	M-107
Needs in Specific Locations	
The section through Clinton needs the most attention.	P-014-01, P-031-01, P-046-02
Can the 2000 West improvements (Clinton) be used as part of this project?	B-012
Northbound on S.R. 108, just after the Clinton city line to the county line, there is mainly one lane of traffic.	B-029
The development east of 2000 West north of 300 North has a lot of kids.	M-055
Eastbound to northbound from 2200 North is hugely difficult.	M-067
Properties on the west side of 3500 West north of 5600 West are at a grade significantly lower than the roadway.	M-084
Properties on the west side of 3500 West north of 5600 West have difficulty getting out of their driveways.	M-086
The subdivision just east of 4000 South on the north side of Midland has conflicts with egress and ingress.	M-100

Comments	Comment Numbers
The intersection of Midland and 2700 West needs to be realigned to 90 degrees and should be 80 feet wide. (Would align with western entrance to trailer park.)	M-101
At the corner of 3300 West and Midland, southeast traffic cannot merge. People travel 50 mph.	M-112
Intersections/Turn Signals	
Intersection of 1300 North and 2000 West is extremely dangerous. When traffic going north or south attempts to make a turn either east or west, it causes traffic to back up for at least a half mile.	P-027-03
There have been several accidents on S.R. 108 and 1300 N. A light is needed at that intersection.	P-038-01
The intersection of S.R. 108 and 1800 North is busy and has space for more lanes, but currently has one lane on one side and four on the other.	P-035-03
Where 4000 South comes (S.R. 37) into 4800 South is very dangerous. Cars try and cross into traffic on the curve and cars from the north are trying to get onto 4800. There is currently a stop sign going south, but it is very hard to get on the road from the south.	P-044-03
Definite need for turn lanes.	B-007
Big safety concerns at intersection of 3500 W. and Midland Drive. Lots of stacking.	B-008, B-031, M-091, M-092
The intersection of 3100 West and Midland is a bad intersection.	M-097
The intersection of 1900 and Midland is an LOS F.	M-108
Traffic light on 5600 West by Kent's Market causes traffic to build up clear back to 5350 South so no one can get out of the street, especially during commute time.	P-064.2-04
Safety	
It poses a traffic hazard for all cars behind me to stop to access my property.	P-034-04
I often illegally drive south along the northbound shoulder to access my property (trailer park) rather than fight traffic, which causes safety concerns if someone is trying to exit the property to go north or if someone is trying to turn east into the property.	P-034-05
Vehicles try to go around other vehicles trying to turn into their property.	P-034-06
Accidents are caused by speed.	P-035-01
Accidents are caused by the lack of ability of cars to pass a left-turning vehicle on the right.	P-035-02
As people are trying to turn on 1175 South, through traffic is going around them causing safety concerns.	M-011
At Barnes Road, there is not room for a car to turn in and others to continue past. People go into the ditch to go around those turning.	M-017
At Barnes Road, there is a jog in the road that is causing safety concerns.	M-018

Comments	Comment Numbers
Speed limit is too fast.	M-046, P-069-02
Concerned with current shoulder material (dirt).	M-054
There is a deep, unused ditch in front (5393 S. 3500 W.); they drive in the ditch trying to pass cars making left turns off S.R. 108.	P-064-02
We installed a circular drive. There is no way we can back onto S.R. 108.	P-064-03
Pedestrians	
Kids cross everywhere along the corridor but mostly at Main Street in West Point.	M-032
Because of no sidewalks, families cross from the east side of 2000 West at 1000 South and walk south to the crosswalk in front of the elementary school and cross back. Currently there are no crosswalks at this location.	M-013
The intersection of 550 North and 2000 West in West Point is a school crossing and dangerous intersection. Improvements need to consider first the safety of the children.	P-032-01
There is a crossing guard at 550 South and 2000 West.	M-033
In the development east of 2000 West and north of 300 North, kids east of about 1700 West are bused to school. Those west of 1700 West walk to school.	M-056
Students cross at 550 North to get to Lakeside from the junior high.	M-057
Kids that live in the area are risking their lives because of this traffic. Kids trying to cross this street have to wait because most drivers won't stop for them to cross.	P-063-01
Alternatives	
Improvements at Specific Locations	
Would like more information regarding the Hinckley Drive extension.	P-003-01
Just north of 1175 South, more consistent lanes are needed. It's scary.	M-008
Need to fix road on 2000 West in front of onion factory.	P-048-02
Just north of 1175 South, shoulders are needed.	M-009
From 300 North to 2600 North is the worst section of road. It has no curb and gutter, only a soft shoulder. The right-of-way weaves in and out.	P-015-01
From Tartan Ridge (1500 N.) heading north toward 1800 N., cars get in the unofficial right lane (more of a right-turn lane) and go 45–50 mph during heavy traffic around cars standing still. Accidents are occurring.	P-033-01
Another way into the subdivision east on 1175 South is needed.	M-010
Consistent lanes are needed from 700 South to Antelope. Remove bottlenecks.	M-019
There are line-of-sight problems at 700 South (due to overgrowth of trees along west side of 2000 West north of 700 South).	M-021

Comments	Comment Numbers
Homeowners in the area of 2000 West 200 South would like two lanes, center turn lanes, bike paths, shoulders, sidewalks, and curb and gutter.	M-025
Dead end on the east side of 700 South needs to be removed.	M-030
Homeowners in the area of 2000 West 150 North would like two lanes, center turn lanes, bike paths, shoulders, sidewalks, and curb and gutter.	M-042
2300 North should be widened to 66-foot right-of-way.	M-068
From 5600 South northbound, would like three lanes with bike lanes, sidewalks, center turn lane, and shoulder if widening to both sides of the street or to the east. If widening to the west, they support five lanes.	M-082
3500 West where it continues from Midland should be widened to 100 feet (or is being widened).	M-096
4000 West from Midland west should be 110 feet (or is being widened).	M-098
It is difficult to get in and out of Country Meadows trailer park. The shoulders need improvements. A signal or turn lane is needed. Four lanes are needed. Consistent sidewalks are needed.	M-102
3600 South should be widened to 66 feet where it leaves Hinckley Drive to continue along Midland.	M-105
Widen in front of the veterinary office south of 5200 South on 3500 West.	M-088
Where the intersection of 2200 West meets Midland, I think a roundabout would work with less congestion.	P-052-05
If the remaining portion of Midland east of Hinckley Drive is widened, widen to the southeast.	M-106
As I understand, Midland Drive will be diverted east to Hinkley Drive and alleviate the congestion at the intersection of 1900 West and 3300 South. You have only moved ALL of the congestion to 1900 West and Hinkley Drive. While diverting all the traffic to this intersection will allow motorists to move directly into Ogden, there is a lot of traffic which would better be served along Midland Drive. Some of these people work at the industrial center, Autoliv, and other business which do not need to go directly to Ogden. A second problem created with our buses is there is no way (except the long way) to pick up and transport children along Midland from 1900 West to approximately 3600 South. By not developing this section of road, it will create problems for our transportation department.	P-057-01
I strongly suggest Midland be widened all the way to 1900 West and reduce the congestion at one intersection.	P-057-02
Pedestrian Access	
Crosswalks, overpasses, or underpasses are needed at all the schools.	P-005-01, P-005-02, P-010-01
A pedestrian underpass is needed at 2050 N. to allow elementary children to cross and to connect the Clinton City trail.	P-014-02, P-015-03, P-031-02, M-066

Comments	Comment Numbers
Most kids cross at the crosswalk in front of the elementary school.	M-006
Crosswalks are needed midblock just north of 1300 South and at the intersection of 200 West and 1175 South.	M-007
Sidewalks are needed from 1000 South to the elementary school.	M-014
People walk and jog along 2000 West and 300 North.	M-049
To avoid adding more traffic lights, you could have overhead pedestrian crossways.	P-052-04
Cross-Section	
The five-lane road is best.	P-007-01, P-016-01, P-020-02, P-025-03, P-038-03, P-046-01, B-032, M-051, P-066-01
No bike lanes on a busy five-lane road.	P-017-01
No medians – use center turn lanes.	P-010-02, M-028, M-083, P-063.3-05
Good to have four lanes, shoulder, and a sidewalk.	P-018-01
Would settle for left-turn lanes and sidewalks.	P-018-02, P-024-02
Strongly favor two lanes in each direction, center turn lanes, bike lanes, and sidewalks.	P-019-01, P-052-02
Number of lanes should remain at two with turn lanes, curbs, and gutters.	P-041-01
Do not put in a parking strip.	P-041-03, M-045
Put curb up against sidewalks.	P-041-04
Put in a bike lane.	P-041-05
I strongly favor alternatives 2 and 4 (add shoulders and turn lanes and add more bus service).	B-001
We heard of a 110 foot [cross-section] in one direction proposal; where is it?	B-002
I like the plan for continuous sidewalk and bike lanes.	B-003, B-020
Should consider two lanes with center turn lanes vs. four lanes with center turn lane (three- lane alternative).	P-040-01, B-005, B-014, M-035
Concerned about safety of crossing three lanes and a center turn lane to go the opposite direction.	B-015
One of your suggestions was for a five-lane expansion. Is the fifth lane for a turn lane?	P-052-01

Comments	Comment Numbers
Widening the road would be wonderful. However, we do not feel the road needs any other improvements at this time (such as crosswalks, medians, or sidewalks). It is definitely not a road that many people choose to walk or run on, or ride bikes on, due to the heavy traffic. Clinton City has many parks and walking trails for this purpose already.	P-056-02
Please allow for center turn lanes ASAP [as soon as possible].	P-060-01
Making it a four-lane with center lane is not the way.	P-063.2-02
The road will have grade difference from the road to property. There will need to be a barrier or retaining wall.	P-064-02
Make S.R. 108 three lanes with parking on both sides.	P-069-03
Intersections/Signals	
Traffic signal is needed at 700 South now (before high school opens).	P-010-03, P-017-01, P-020-03, P-025-02, P-040-06, P-047-01, P-048-01, B-019, B-022, M-022, P-066-04
Turn signals at each light would help those trying to turn left to get home.	P-019-02, P-060-02
I would like to propose a traffic light between Karol's Estates trailer park and Country Meadows trailer park.	P-034-08
If a traffic signal between Karol's Estates trailer park and Country Meadows trailer park is not installed, then at least consider a center turn lane for both north and southbound traffic for these parks.	P-034-09
Turn lane at 2220 North.	B-011
300 North intersection needs to be widened and needs a turn signal.	B-013, M-047, M-048
1700 South (Antelope) needs a left turn signal, lots of stacking, accidents.	B-021, M-001, M-020, P-066-03
The signals along the corridor need to be synchronized.	B-025
Arsenal Road needs a signal and left turn signal.	B-028, M-062
Turn signals needed ASAP.	P-020-01, P-025-01
There is significant stacking at 550 North.	M-058
550 North is a very dangerous intersection; it needs to be widened and turn lanes added.	M-059
Intersection of 2000 West and Clinton Road is a bad intersection. There is a 5-minute wait at the light.	M-064

Comments	Comment Numbers
I would like to see a left-turn signal on 5600 South 2000 West (3500 West).	P-044-02, B-009, M-080
Turn lanes are needed at 5350 South, 5225 South, 5175 South, and 4850 South to access the subdivisions. Getting in and out of the neighborhood is very dangerous.	M-087
The intersection of 4800 South and 3500 West is a terrible intersection.	M-090
Left-hand turn signals are needed to 3500 West and 6000 South and 3500 West and 5600 South.	P-050-02
Intersection of 3500 West and 6000 South needs to be remodeled to provide more space for pedestrians and bicycles.	P-050-03
Sidewalks from 3375 to 3500 West would solve much of the problem.	P-050-04
Other Roadway Alternatives	
There needs to be an alternative north-south road besides S.R. 108, 1900 West, and I-15.	P-039-06
We need more east-west access to the highway.	P-040-02, P-042-01, B-016, M-043, P-054-05
300 North needs to be widened more than S.R. 108.	P-040-03
Antelope Drive needs to be widened farther west to help the access to all the housing areas that are being built and populated.	P-040-04
200 South needs to be opened up to through traffic.	P-040-05, B-017, M-026
Widen 300 North and the rest of Antelope to 2000 West.	B-018
Consider making additional north-south corridors to handle some of the traffic such as using 1000 West and 3000 West (as designated in Davis County) as parallel routes to SR 108. By the time the impact study is completed, funds acquired, and the road completed, it will be inadequate to handle the traffic if the projected increase in traffic volume is correct. To make at least these three roads with two lanes and a center turn lane complete from Antelope Drive north into Weber County would divide up the volume of traffic now expected on S.R. 108. Legacy if ever built is almost too far west to make an impact, but could help relieve the traffic congestion.	P-051-03
To avoid widening the road some, you could have a narrow bike lane with no parking on the street.	P-052-03
You need to widen Antelope Drive from 1000 West to Bluff Road because of Wal-Mart.	P-066-02
Legacy Highway to handle commuter traffic, S.R. 108 for local traffic.	P-069-05
Safety	
Better signage for jogs in the road.	B-023

Comments	Comment Numbers
Reduce speed to 40 mph or below.	P-041-06, P-042-02, M-034, M-093, P-069-04
We don't want to see the roadway made into an expressway. It can surely be improved in a variety of ways to improve traffic flow.	P-035-05
30 mph.	M-052
I don't think you can safely put a five-lane road without buying out one side of the road.	P-008-02
I'm sure that his[staff member at the open house suggesting the improvements were due to peak hour traffic] inference has to do with the need for or difference between a four-lane (with center turning lane) highway through these communities and just improving the route by widening this road to provide curb and gutters, along with an added center turning lane and possible large bike lanes/path. You have to admit that there is a definite different impact on safety between these two options. The more lanes provided, the more unsafe the area becomes.	P-054-02
What are the plans on where the traffic is going to travel during the reconstruction?	P-052-06
Concerns with five lanes of traffic so close to residential and high school areas.	P-069-01
Environmental	
Cultural	
The structure just north of the elementary school on the east side of 2000 West is one of the oldest buildings in Syracuse, built in the 1920's.	M-004
The first structure on the east side of 2000 West after the lot on the corner of Antelope and 2000 West is listed on the SHPO [State Historic Preservation Office] register.	M-005

Comments	Comment Numbers
Section 6(f)	
<p>The National Park Service has reviewed this project in relation to any possible conflicts with the Land and Water Conservation Fund (L&WCF) and Urban Park and Recreation Recovery programs. We have found that the following L&WCF projects could be impacted:</p> <p>Davis County:</p> <p><i>West Point</i></p> <p>49-00098 West Point City Park 49-00241 West Point City Park 49-00333G West Point East Park 49-00361 West Point East Park</p> <p><i>Syracuse</i></p> <p>49-00204 Alma Stoker Park 49-00237 Alma Stoker Park 49-00342 Rock Creek Park</p> <p><i>Clinton</i></p> <p>49-00170 Meadows Park 49-00233 Meadows Park 49-00319H Clinton Tennis Courts</p> <p>Weber County:</p> <p><i>Roy</i></p> <p>49-00066 Sand Ridge 49-00158 Sand Ridge 49-00295H Roy Tennis Courts 49-00307K Roy West Park 49-00339 Roy Southwest Park</p>	A-002-01
<p>We recommend you consult directly with the official who administers the L&WCF program in the state of Utah to determine any potential conflicts with section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended).</p> <p>“No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the ten existing comprehensive statewide outdoor recreation plan and only upon such condition as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”</p>	A-002-02

Comments	Comment Numbers
The administrator for the L&WCF program in Utah is Mr. Seth McArthur, Grants Coordinator, Utah Division of Parks and Recreation, 1594 West North Temple, Suite 116, Salt Lake City, Utah 84116. Mr. McArthur's phone number is 801-538-7354.	A-002-03
Water Resources	
Do not mess up the drainage pipes West Point put in. The one across from our house (10 South 2000 W.) has a drain for the empty fields across from us.	P-041-07
The canal on the west side of 200 South needs to be preserved.	M-031
Property owners on the west side of 3500 West north of 5500 South (northeast of Kent's Market) are concerned about drainage issues. There is a dry irrigation ditch. The properties are lower and do not want more water from the roadway.	M-081
Irrigation water runs across Midland from 1900 West to the undeveloped land north of 3300 South.	M-111
There is a "flowing well" on UDOT property that drains into the ditch. That would have to be dealt with, piped into a storm drain, etc. It now drains into the irrigation ditch.	P-064.2-05
Right-of-Way	
Safety concerns with roadway too close to homes.	P-008-03, M-029
I would like to keep my property, at least the back acreage, but if the appraisal is fair and I can find another place to live I would still like the remaining land.	P-009-03
If 110-foot right-of-way is approved, I would like my home purchased. It would be too close to my front door.	P-012-01
We have been told for the last 5 years that the State would purchase our home. This year they have purchased a partial easement (widening through Clinton). They will probably buy our home in the next 5 years. We have our home on the market due to the traffic increases but cannot tell interested buyers what is going to happen. We feel we have been lied to by the City and the State. We would gladly sell our home now to the State since with all of the "projects" it has been difficult to sell on our own.	P-036-01
Farmland on the street to east of us (320 S. 2000 W.). Widen road to the east, not take our home and land.	P-049-01
Concerned that the road would be too wide so that existing homes lose their entire front yard.	B-004
The widening being required for new development will make it so that people lose their yards, but aren't impacted enough to be relocated. Then they won't be able to sell their homes and will be closer to the roadway. The State should widen to one side or the other, not from center line.	B-027
Resident on east side of 2000 West at 1000 South is concerned about her property because her sister is buying the lot behind her and wouldn't move to the area if her sister was being relocated.	M-015

Comments	Comment Numbers
The homes on the east side of 2000 West at 1000 South were already set back. Will additional ROW be necessary?	M-016
Homeowners in the area of 2000 West and 200 South would like some resolution since they will be relocated if 200 South goes through and could be relocated due to this project.	M-027
Homeowners on the east side of 2000 West three lots north of 75 South would like to sell.	M-037
Homeowners on the west side of 2000 West fourth and fifth lots north of 75 South would like to sell.	M-038
Property owner at 412 North would like to sell to a commercial developer.	M-050
The residential development across from about 1520 North is already set back. Is it set back far enough for future widening of 2000 West?	M-063
The home owner on the west side of 2000 West just north of the development on the corner of Clinton Road and 2000 West would like the home to be purchased.	M-065
There are about three properties on the west side of 2000 West north of the county line north that jog out into the ROW (are not set back as far as neighboring properties). The most northern of these property owners is willing to sell his property. It was built in 1956 or '57.	M-079
<p>Using the current center line on the road (which I understand may or may not be the center line of the right-of-way) to build the proposed road with a 110-foot right-of-way would bring the road to within about 18 feet of our garage, which is hardly enough room to park a car in our driveway.</p> <p>We could possibly live with that, but many houses along the route would not be left with even that much room which I understand would entail buying the entire property and forcing the occupants to move. As retirees, if our property were acquired for right-of-way, that would leave us facing the prospect of starting over in a new location without the resources to replace what we now have. That would be devastating. Even if the property was purchased at fair market value, that doesn't mean that purchase price would allow us to replace in another location what we now have; nor does it consider the time, money, and effort expended to remodel, redecorate, and landscape our current property. How do you place a fair market value on mature fruit trees or any tree, shrub, etc. for that matter?</p>	P-051-01
Consider taking the right-of-way from one side of the road so both sides will not be impacted by losing property.	P-051-02, P-063.2-04

Comments	Comment Numbers
I also saw a drawing of a 'typical five-lane road', with measurements showing that the total width was 110 feet. This would mean that from the center of the road to the outside edge of the roadway would be 55 feet. I came home and measured from the current center of S.R. 108 to the brick on my home and found it to be exactly 70 feet. This means with 55 feet from the center of the road needed for the proposed alternative of a five-lane road, my house would be left with exactly 15 feet of 'front yard'. Can you confirm UDOT's policy with regard to how close the improvements need to be before UDOT buys my home? What if UDOT ends up leaving me with 15 feet, 1 inch? Will I be expected to either continue to live here or try to sell on my own?, or will UDOT still compensate me for my home as well as the front yard? I realize the 'five-lane' option is only one of the five options under consideration, but given the stated 'Purpose of the S.R. 108 Project' being 'to improve mobility...by adding capacity to meet future travel demand', it seems to be the only option capable of meeting that purpose, so I assume it is also the most likely to be the option chosen. I would also like to know, assuming the 'five-lane' option were to be chosen, would my property be valued as commercial or residential? (It is destined for commercial use in the future, and I understand Syracuse City has already began the process of rezoning it as commercial land.)	P-053-01
I own property at 4000 S. and Midland Drive and also 2133 N. and 2000 W. in Clinton. The land on 2000 West is currently being purchased for widening the street in Clinton for Clinton City. UDOT is making a jog in front of my house; they say they do not need to widen the street all the way. I asked them to purchase the other 10 feet and do what is needed at this time instead of doing it all over again in a few years. Would you please have them do this job right first time? I do not want to put up with the mess and then have them come back and do it again.	P-055-01
We would move if it were financially worth it.	P-059-02
I would lose ¾ of my front yard which will leave about 3 feet from my front porch.	P-063.2-03
We have had a realtor look at the situation and he said, "Frankly I cannot sell your property residential, it's JUST TOO BUSY." (property legal description on file)	P-064.4-06
We have questions about compensation for land, trees, driveway access, fence, noise increases from traffic, maybe change in property entrance – also impact on property values.	P-065-02
Buy us out (656 N. 2000 W.).	P-068-01
Noise	
If homes are going to be removed, we would like to know if sound barriers will be put up.	P-013-01, P-024-01
The lanes should remain at two or the noise level would get too high.	P-041-02
Noise west of 150 North and Ridge Point Drive is overwhelming.	M-040
There is significant noise throughout the corridor.	M-085
The state road (old highway) to Brigham City has a noise ordinance. Can we have one on S.R. 108?	P-064-01

Comments	Comment Numbers
Wildlife	
<p>This portion of S.R. 108 is directly adjacent to significant agricultural land that at certain times of the year provides habitat for various wildlife species, including migratory birds. Executive Order 13186 on the Responsibilities of Federal Agencies To Protect Migratory Birds specifies the need to avoid or minimize adverse impacts on migratory bird resources when conducting agency actions, as well as the need to restore and enhance the habitat of migratory birds.</p> <p>To help meet this responsibility under the Migratory Bird Treaty Act and E.O. 13186, we recommend planning construction activities to minimize the effects during the critical breeding and migratory seasons for migratory birds, minimize temporary and long-term habitat losses, and mitigate unavoidable habitat losses. Ground-disturbing activities should occur outside of the migratory bird breeding season so that take of nesting migratory birds is avoided. We recommend that particular emphasis be given to species on the Service's 2002 List of Birds of Conservation Concern (BCC) and those identified as Priority Species by the Utah Partners in Flight (PIF). These species are considered high conservation priorities; we encourage proactive management, planning of projects to minimize impacts, and building habitat improvements into the project plan where feasible, to help prevent further decline. For all surface-disturbing activities, we recommend the following conservation measures be included in the EIS: survey the area prior to construction to identify nest locations for BCC species, schedule activities around located breeding birds, and compensate for habitat lost by contributing to habitat enhancement or providing compensatory habitat mitigation in in-kind high-value habitat areas at a 4:1 acre-per-acre ratio. The Service is available to assist with guidance regarding site-specific spatial and temporal buffers as well as mitigation of project-related impacts.</p>	A-001-01
<p>We recommend use of the <i>Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances</i> (Romin and Muck 2002), which were developed in part to provide consistent application of raptor protection measures statewide and provide full compliance with environmental laws regarding raptor protection. Raptor surveys and mitigation measures are provided in the Raptor Guidelines as recommendations to ensure that proposed projects will avoid adverse impacts to raptors, including the peregrine falcon.</p>	A-001-02
<p>As with all projects that will create surface disturbances, there is potential for introduction and spread of invasive species. All possible measures should be taken to prevent the introduction or further proliferation of invasive species. Monitoring and control efforts should be implemented following construction. Revegetation should, to the extent practicable, contain native plants or non-natives that will not naturalize.</p>	A-001-03

Comments	Comment Numbers
<p>Federal agencies have specific additional responsibilities under Section 7 of the ESA [Endangered Species Act]. Current county-specific species can be obtained from the Service website: http://mountain-prarie.fws.gov/endspp/CountyLists/Utah.htm. The proposed action should be reviewed and a determination made if the action will affect any listed species or their critical habitat. If it is determined by the federal agency, with the written concurrence of the Service, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary.</p> <p>Formal consultation (50 CFR [Code of Federal Regulations] 402.14) is requires if the federal agency determines that an action is "likely to adversely affect" a listed species or will result in jeopardy or adverse modification of critical habitat (50 CFR 402.02). Federal agencies should also confer with the Service on any action which is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10). A written request for formal consultation or conference should be submitted to the Service with a completed biological assessment and any other relevant information (50 CFR 402.12).</p> <p>Candidate species have no legal protection under the ESA. Candidate species are those species for which we have on file sufficient information to support issuance of a proposed rule to list under ESA. Identification of candidate species can assist environmental planning efforts by providing advance notice of potential listings, allowing resource managers to alleviate threats and, thereby, possibly remove the need to list species as endangered or threatened. Even if we subsequently list this candidate species, the early notice provided here could result in fewer restrictions on activities by prompting candidate conservation measures to alleviate threats to this species.</p>	A-001-04
<p>Only a federal agency can enter into formal ESA Section 7 consultation with the Service. A federal agency may designate a non-federal representative to conduct informal consultation or prepare biological assessment by giving written notice to the Service of such designation. The ultimate responsibility for compliance with ESA Section 7, however, remains with the federal agency.</p>	A-001-05
<p>Your attention is also directed to Section 7(d) of the ESA, as amended, which underscores the requirement that the federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their actions on any endangered or threatened species.</p>	A-001-06
Community Impact/Public Involvement	
<p>One specific concern, which I only become aware of after talking to one of the young men there to help in answering our questions and concerns, was that the main focus of this project and emphasis of the study is more toward the goal of decreasing suspected delays on S.R. 108 and less on the overall impacts on our community and safety up and down S.R. 108.</p>	P-054-01
<p>We as citizens of this great nation and state would like to receive half as much respect or concern for our standard of living (culture) and safety up and down S.R. 108 as we have provided the birds and wetlands, which are to be impacted by the Legacy highway.</p>	P-054-03

Comments	Comment Numbers
I feel like all of the decisions have been made in regards to this road. The public opinion thoughts and points of view don't really matter. You will make the changes you want to make whether we like it or not.	P-058-01, P-063.3-06
I hope there will be continued communication to the residents that live right on S.R. 108.	P-065-01
The S.R. 108 Draft could have been mailed early for people to understand the impact.	P-067-01

5.0 Community Impact Survey

The communities surrounding the S.R. 108 corridor have experienced a tremendous increase in growth over the last 5 years. A number of residents grew up in the area when the neighboring towns were small farming communities. A number of people moved to the area to get away from the traffic and congestion of larger cities. Now, as northern Utah is growing at very high rates, the populated areas are expanding westward into these smaller communities. With the population growth comes commercial growth, and with commercial growth comes traffic. The existing roads were not developed to accommodate the current traffic volumes through the area.

Although UDOT cannot stop the growth, it can improve the roadway network to better accommodate current and projected traffic volumes. In an effort to ensure the transportation alternatives under consideration are consistent with the identity of the neighboring communities and would not cause a greater impact to the community than the issues they are intended to correct, UDOT is conducting a Community Impact Assessment for the S.R. 108 corridor.

The Community Impact Assessment will look at the existing conditions in the corridor to understand what issues are important to the neighboring communities. The Community Impact Assessment will consider how the actions under consideration for the S.R. 108 EIS will affect the neighboring communities as well as the effects of leaving the corridor as it is (no action). UDOT's goal is to develop transportation alternatives that meet the transportation need and are an asset to the neighboring communities.

The first step in collecting data for the Community Impact Assessment was to conduct a community impact survey during the S.R. 108 public scoping period. In addition to requesting their individual comments, attendees of the S.R. 108 public scoping meeting were asked to fill out a community impact survey. A total of 57 community impact surveys were returned. A summary of the community impact survey is included below. A more detailed analysis of the survey information will be provided in the Community Impact Assessment.

5.1 Community Information from Survey

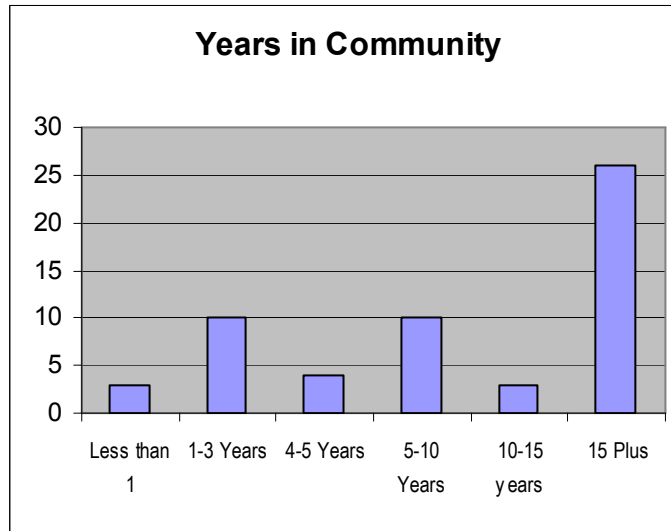


Figure 5-1. Years in Community

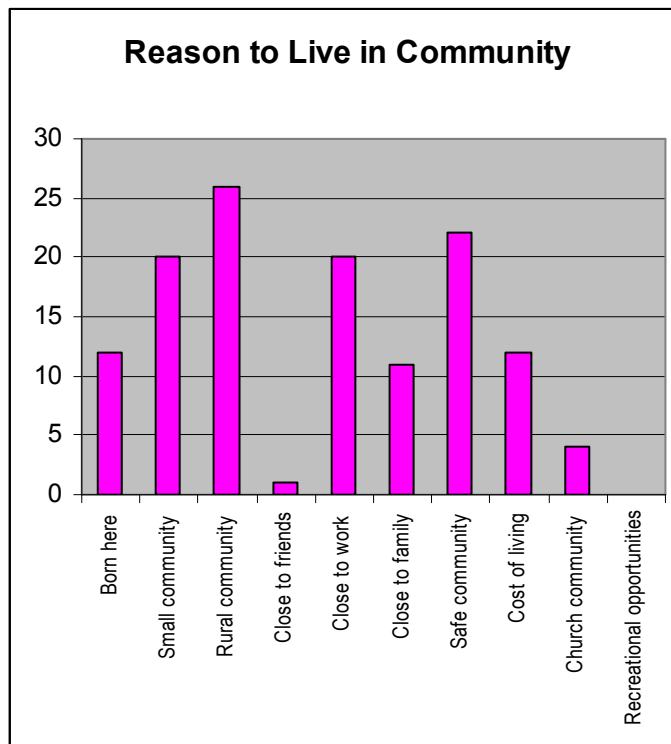


Figure 5-2. Reason to Live in Community

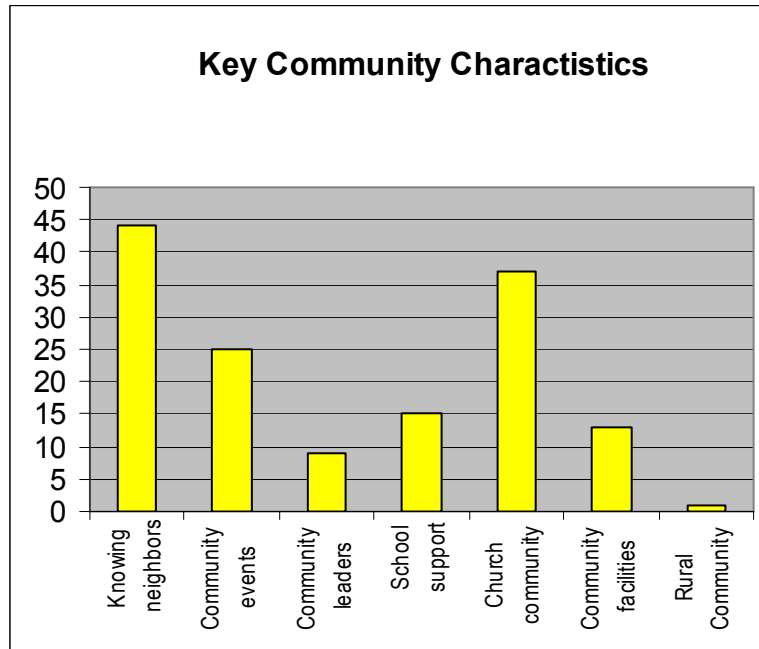


Figure 5-3. Key Community Characteristics

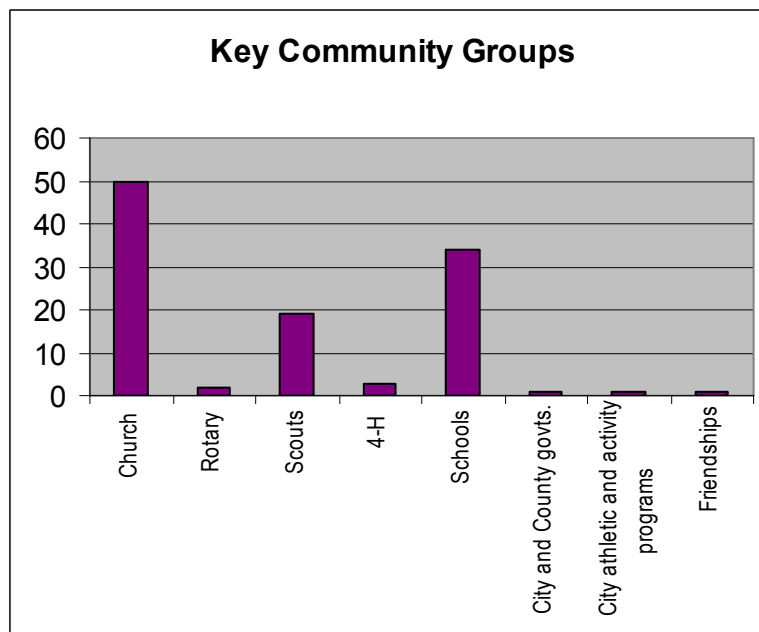


Figure 5-4. Key Community Groups

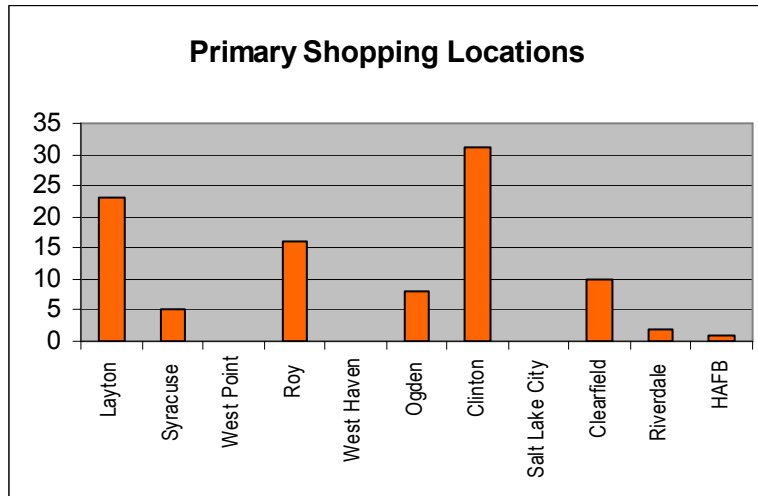


Figure 5-5. Primary Shopping Locations

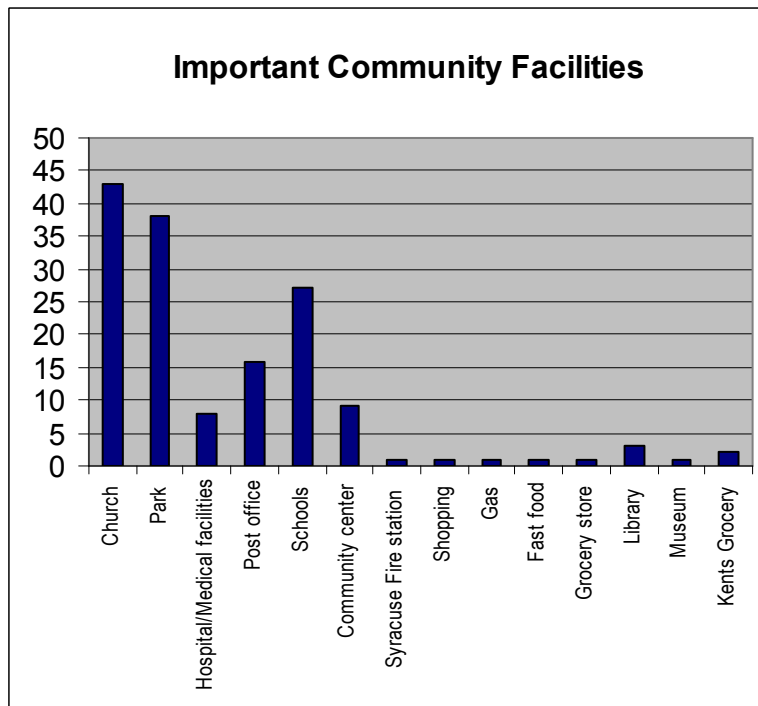


Figure 5-6. Important Community Facilities

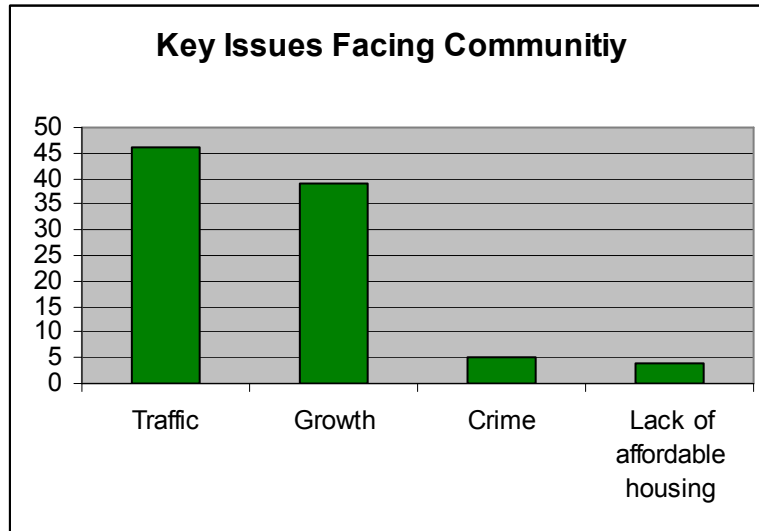


Figure 5-7. Key Issues Facing Community

5.2 Respondent Information from Survey

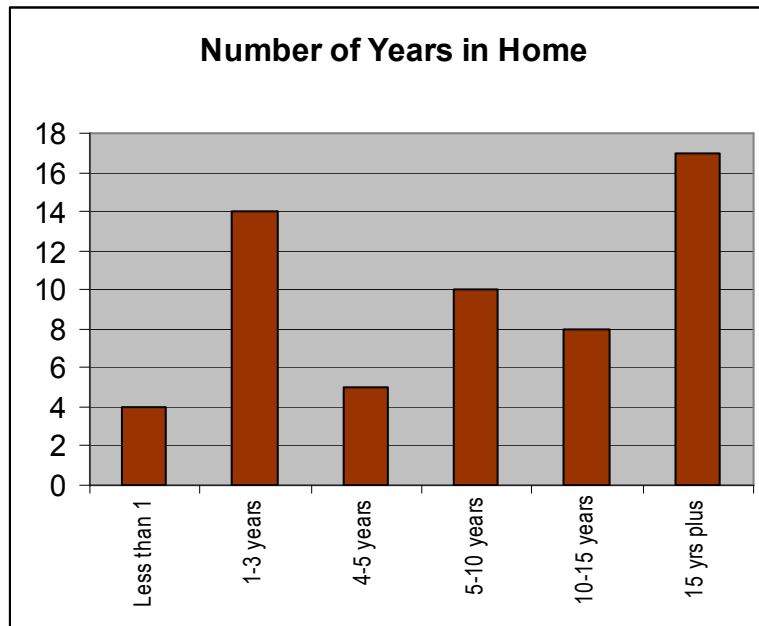


Figure 5-8. Number of Years in Home

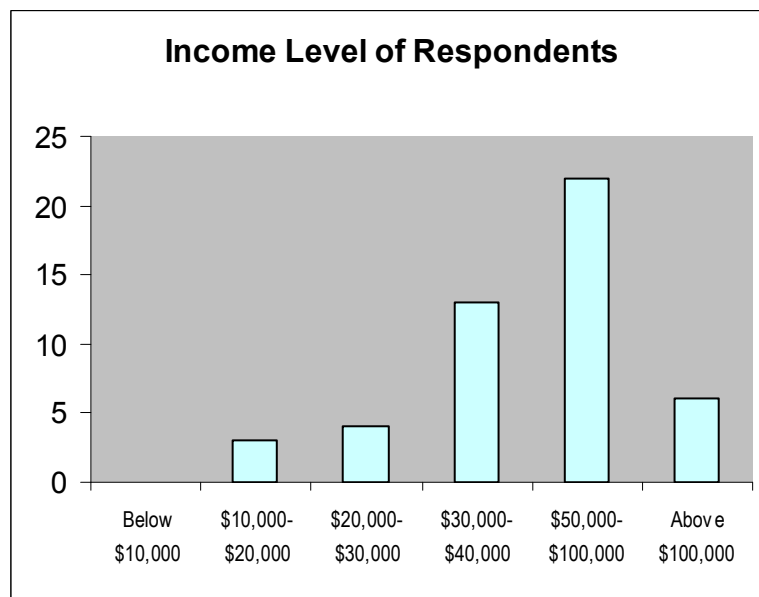


Figure 5-9. Income Level of Respondents

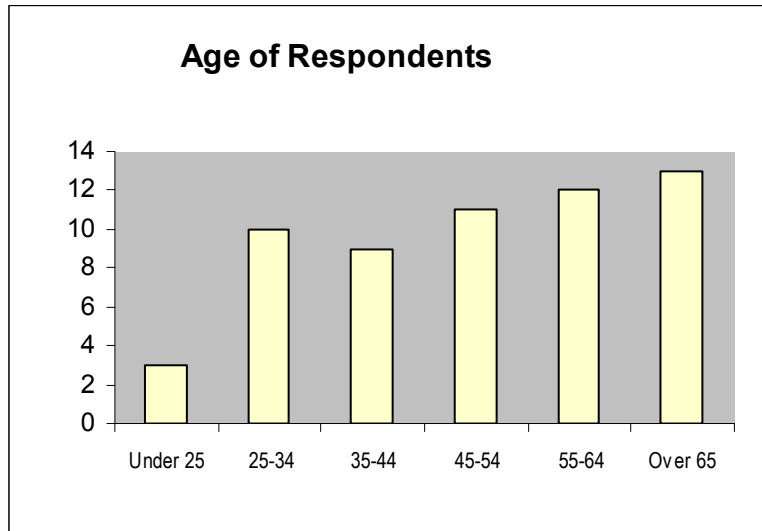


Figure 5-10. Age of Respondents

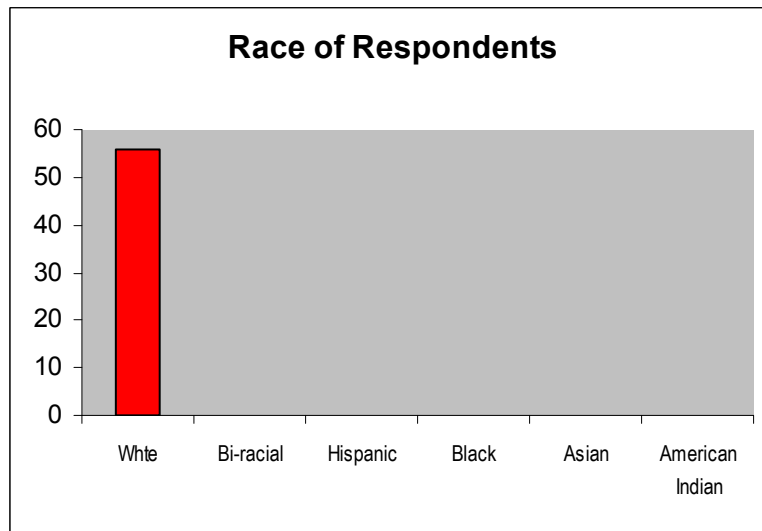


Figure 5-11. Race of Respondents

6.0 Next Steps

6.1 Screening Analysis and Environmental Analysis

The proposed alternatives will undergo a screening analysis to determine which alternatives will be carried forward in the EIS and which ones will be dropped from further consideration. Once alternatives are selected for further review, the project team will invite the public to review the remaining alternatives and provide comments and suggestions before moving forward with the environmental review process. Additional public involvement opportunities will be available throughout the environmental review process, including additional open houses, focus groups, and community outreach opportunities.